

then spent the rest of the night making arrangements for getting her off and bringing her up to the city. He secured the services of the Merritt Wrecking Company, whose tugs and steam dredges were to be on hand early this morning.

Capt. Ludlow says that the damage is not very serious and that it will not take long to repair her when she once gets into the drydock. She will probably be running again within ten days.

WHAT DESTROYED THE OBSTRUCTION?

What caused the accident is still a mystery. The captain of the Cepheus says he was running along the usual course taken by the iron steamers after rounding the Point on their way to the pier.

"Thousands of trips have been made, and no obstruction has ever before been met. The tide at the time was about half out, so that the danger of running into shoal water was diminished."

The vessel was at the usual distance out side the Bell Buoy, which marks the course at that point.

Capt. Ludlow thinks that the obstruction may have been something that has been dumped in that vicinity lately. It has been reported that several scows loaded with stone and dirt have been seen in that neighborhood recently after nightfall.

The iron steamboat people are not going to let the matter rest here, but have determined to make a thorough investigation and get at the bottom of the matter.

CAPT. PIERCE'S STORY.

Cepheus's Stern Submerged and Bow Ten Feet Out of Water.

REFUGEE TO THE EVENING WORLD.
CONY ISLAND, Aug. 13.—The rising tide this morning completely submerged the stern of the Cepheus, and her bow stands out in about ten feet of water.

AN EVENING WORLD reporter boarded the half sunken vessel at noon and found Capt. Pierce and the crew on the upper deck, which was strewn with chairs, bedding, carpet stools and crockeryware which the crew had saved.

Capt. Pierce was very much affected.

"I have travelled over the same course between three and five times a day," he said to the reporter, "and I have met no obstruction. The accident occurred about 6:30 o'clock, when we were in the channel just opposite the Fresh Air Fund buildings. I was in the pilot-house at the time.

"There was a long and slight shock and I immediately sent below to ascertain whether there was any damage. Word came back that the ship was making water. I decided at once to land my passengers.

"After landing the passengers I made for the inner basin on the point fronting Gravesend Bay, and just as we turned the point the fire went out.

"We beached in eighteen feet of water, the stern being high out of water until the arrival of the flood tide.

Capt. Pierce said that he kept the pumps working until 1:15 this morning, when the tide came in. The boat then began to roll rapidly. According to Capt. Pierce, the hole in the hold is amidships on the port side, immediately under the boilers and is not very large.

If assistance had been rendered him at midnight, Capt. Pierce thinks that he could have saved his boat from sinking. As he is, nearly everything has been saved, but the water is doing much damage to his machinery.

Capt. Pierce thought the water could be pumped out of her, and by the aid of pontoons the vessel floated inside of a week.

The spot where the Cepheus lies beached is only a few yards from the old wooden pier, near the terminus of the railroad, and is devoid of surf.

The Merritt Wrecking Company, which was ordered to the scene of the wreck, had not appeared at noon. Little can be done towards raising the vessel until low tide.

The Cepheus was built by John Roach in 1881 and is valued at \$100,000. She is 210 feet long and 32 feet beam. She is 578 tons burden and licensed to carry 1,800 passengers.

Besides Capt. Pierce there is a pilot, two engineers, a mate, seven deck hands, four firemen, stewardess, cook and waiter on her pay-roll.

Capt. Pierce has been eight years in command of the vessel and has an excellent record.

A recent accident that befell the Cepheus was the running down of a rowboat to the bay a few weeks ago by which two men were drowned.

RACING AT SARATOGA.

BY ASSOCIATED PRESS.

SARATOGA RACE TRACK, N.Y., Aug. 13.—The races were continued here today with a murky sky, stiff track. Attendance very large.

FIRST RACE.

Purse \$800; six furlongs. Starters: Wright, Jones, S. J. Stevens, 2 Cottontails, W. T. Hause, 12-1. The race was won by Jones.

Merry Duke, Gladwin, Behrman, Rosette and Sir Gates also ran.

Brown Beauty failed to start, whereupon Captain Jones and his son won by a length. Jones, who beat the odds, was two lengths for the place. Time—1:19½.

SECOND RACE.

Purse \$700; for all ages; selling allowances one mile and a furlong.

Starters: Wright, Jones, S. J. Stevens, 2 Cottontails, W. T. Hause, 12-1. The race was won by Jones.

Homer took lead and was soon out to the front. The race was won by Wright, King Crab then set up an exciting finish. Strathmore recovered the lead and won by two lengths. Homer finished three lengths behind King Crab. Time—1:19.

THIRD RACE.

Watkins Ginn Stakes; for two-year-olds; two furlongs.

Starters: Wright, Jones, S. J. Stevens, 2 Cottontails, W. T. Hause, 12-1. The race was won by Jones.

Mirage, F. A. Stevens, El. Knight and the last running, while he was third, was led by one who won half a length from Elkhorn, who was three lengths in front of King Crab. Time—1:19.

Fourth Race: Seven furlongs. Won by Taciturn, National second and Rutherford third. Time—1:16.

Statement to Come from the Executive Council of the Federation.

BY ASSOCIATED PRESS.

HOMESTEAD, Aug. 13.—The Executive Council of the American Federation of Labor reached Homestead at noon and was received by the Advisory Committee, holding a short conference with that body.

President Schenckers stated that the strike, which began this afternoon, will continue until the General Council will return to Pittsburgh and prepare a statement for the public if time permits, so far as he could learn the outcome for the men is good.

Final Attempt for a Strike at Duquesne to Be Made To-Night.

BY ASSOCIATED PRESS.

HOMESTEAD, Aug. 13.—The effort of forty amalgamated men to strike the Duquesne Steel Works again seems to have proved a complete failure.

This morning 700 men went to work as usual and the strike leaders had gathered at the mill gate and attempted to keep men back, those who remained were withheld by the militia and deputy sheriffs.

A final effort will be made by the Amalgamated men at a meeting to be held this evening.

ORATORY IN PREPARATION. STOCK REPORTS.

Lists of Democratic Speakers to Be Submitted on Wednesday.

SENATOR CARLISLE APPEARS AT THE NATIONAL HEADQUARTERS.

STOCKS DROPPED ALL ALONG THE LINE FROM 1-4 TO 1-8 PER CENT.

THE DECLINE IN SILVER ON AN UNFAVORABLE BANK STATEMENT.

WATER STREET, Saturday, Aug. 13.—The sharp decline in silver here and in London during the week was the chief topic of discussion in financial circles today. It is feared that houses doing business with India will be affected by the depreciation in the white metal, and that London will also be inclined to a greater or less extent.

The heavy loss of advantage of all this talk and persistently bad market the stock market preferred was noticeably weak and sold

moderately above the lowest. Northern Pacific preferred was noticeably weak and sold

moderately above the lowest. The industries and some of the specialties were moderately strong. Cudahy, Madison and Westinghouse were the best, the former being the most active.

Mr. Green was in charge of similar movements in the Democratic campaigns of 1876, 1880 and 1884. His services and those of Mr. Schenck were highly appreciated.

Chairman Hersey also announced that the Harvey C. Smith, Assistant Secretary of the National Association of Democratic State Committees, had been appointed chairman of the campaign committee of the Democratic party in Colorado.

Mr. Smith, of Denver, will be in the city over to meet the National Democratic campaign Committee, which has been established in Colorado.

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